



EPA Region 5 Records Ctr.



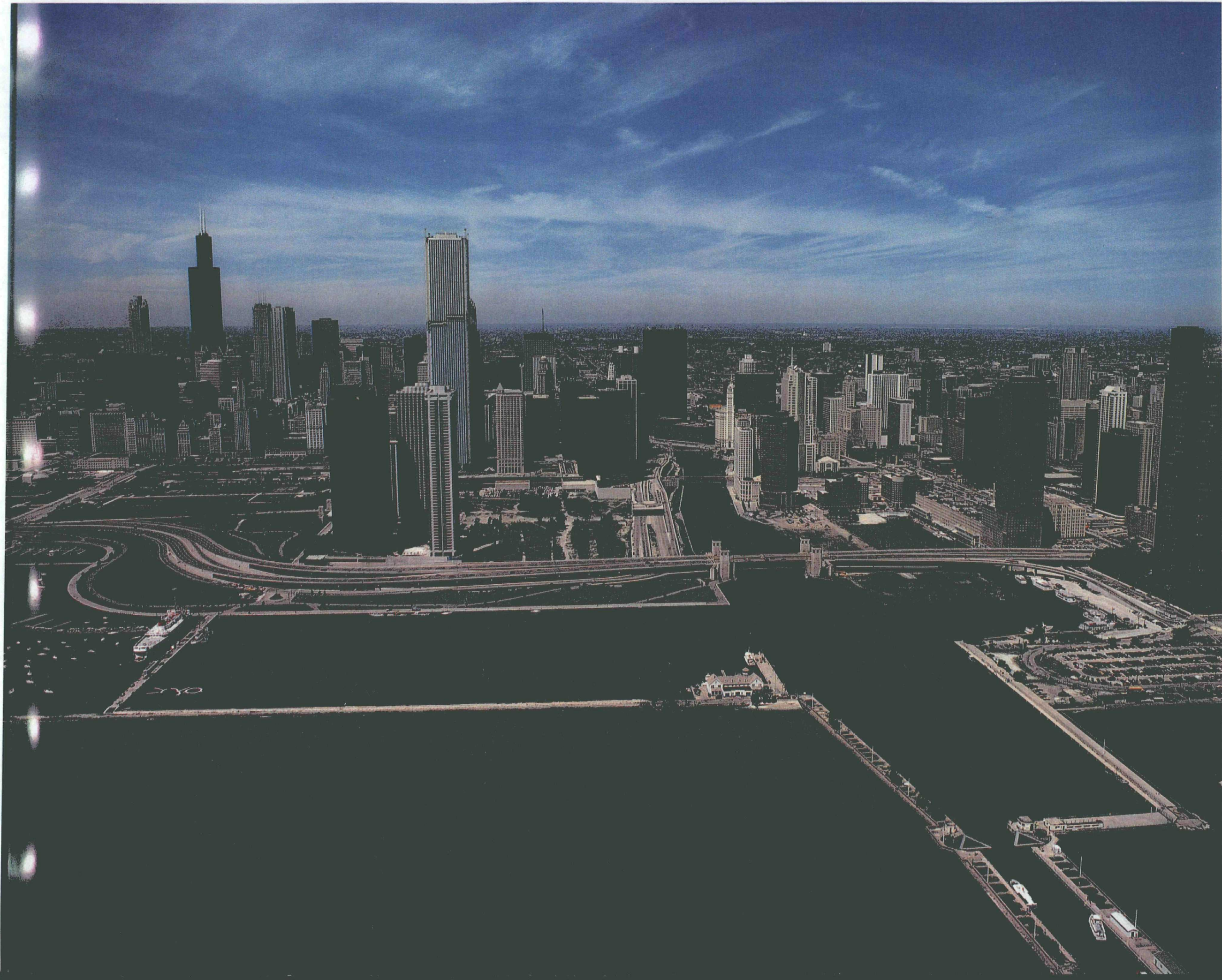
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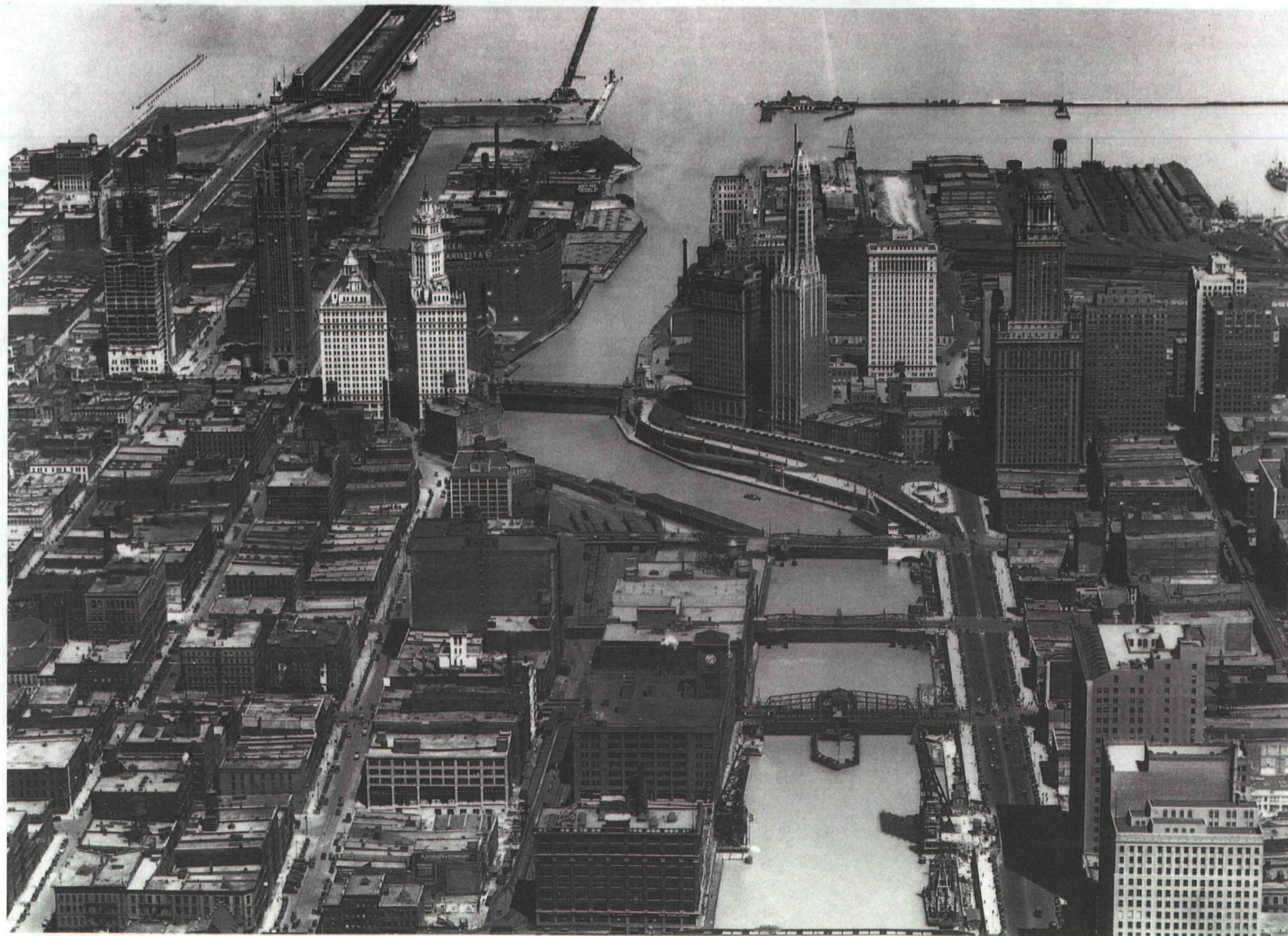
Fifty acres of former rail yards and warehouses are being transformed as offices, hotels and condominiums are erected at Cityfront Center. The NBC Tower (center) looks older than it is. It was completed in 1989 in the style of the 1920s. On the right a survivor of the old days is partially visible. The turreted North Pier was a warehouse that has been converted to a shopping mall with apartments and offices in the upper stories. A travelling circus sets up on vacant Cityfront land in summer.

(Opposite) Ultimately the opening of the Michigan Avenue Bridge in 1920 transformed the area north of the river from a district of lofts and warehouses to an important business and shopping district. Pioneers in the area include the 1922 Wrigley Building with its gleaming white terra-cotta cladding and famous clock tower, and the picturesque, gothic-inspired 1925 Tribune Tower across the street. The development momentum has intensified in the past twenty years, giving stiff competition to the older central business district to the south.



(Opposite) The confluence of the Chicago River and Lake Michigan hardly resembles what it was a century and a half ago. Once a brackish stand of water, the mouth of the River has been shifted east by landfill and reshaped by massive public works projects. Even the direction of the River has been changed, the result of an astounding engineering feat completed in 1900. By closing the river mouth with locks and digging deep diversion channels in outlying areas, the Chicago River's sewage-filled flow was shifted away from the city's drinking water source, Lake Michigan, to a course that eventually empties into the Mississippi River.





By 1928, when this photograph was taken, the South Water Market that hugged the river's south bank had been replaced by Wacker Drive, a double-deck roadway with elegant promenades at the top, and a level for trucks and service vehicles below. Office towers sprang up as a result of the improvement. One example is the the domed terra-cotta Jeweler's Building, completed in 1926 and ingeniously designed to attract its targeted tenants. Jewelers — so the promoters said — could drive their cars straight into elevators that carried them directly to their office floors where they parked, thus reducing the opportunities for hold-ups. In this view, the north bank is still lined with lofts and warehouses. That was not to change for thirty years. The last of the old swing bridges, which pivoted in the middle to allow ships to pass, can be seen at Clark Street. It too is gone.

(Opposite) Movable double-leaf bridges carry the downtown streets across the Chicago River. In the past, traffic was endlessly knotted by bridges opened to allow mercantile ships to pass. Today, the main reason to raise the bridges is to let recreational sailboats out to lake moorings in the spring, and back to storage in the fall. All the bridges were once operated by full-time bridge tenders; now synchronized teams move from bridge to bridge by car, easily keeping ahead of the occasional boats and ships. Near the Kinsey Street bridge (bottom) a tunnel passing below the River was breached in April 1992. More than 250-million gallons of river water was delivered through the tunnel system to the sub-basements of many buildings, rising as high as thirty feet in some of them. Repair and cleanup went on for weeks.

THE NORTH SIDE



Although the Michigan Avenue bridge had been open six years when this 1926 photo was taken, comparatively few developers had been enticed to build north of the Chicago River. The prominent exceptions are clearly visible: the Wrigley Building (left), Tribune Tower, (right) and the twenty-five-story Allerton Hotel completed in 1924 and shown midway down the street.



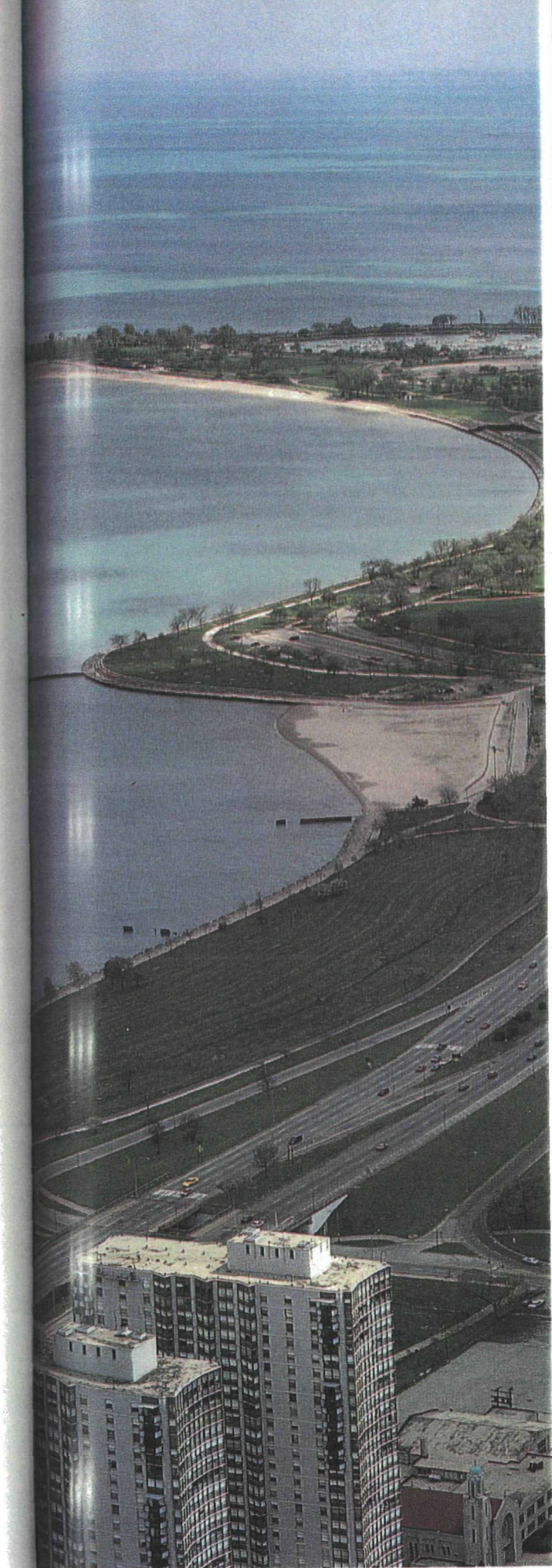
By 1931, when this view was shot, the northward migration had accelerated. The Allerton's prominence was usurped by the thirty-seven-story Palmolive Building at the far end of the street.

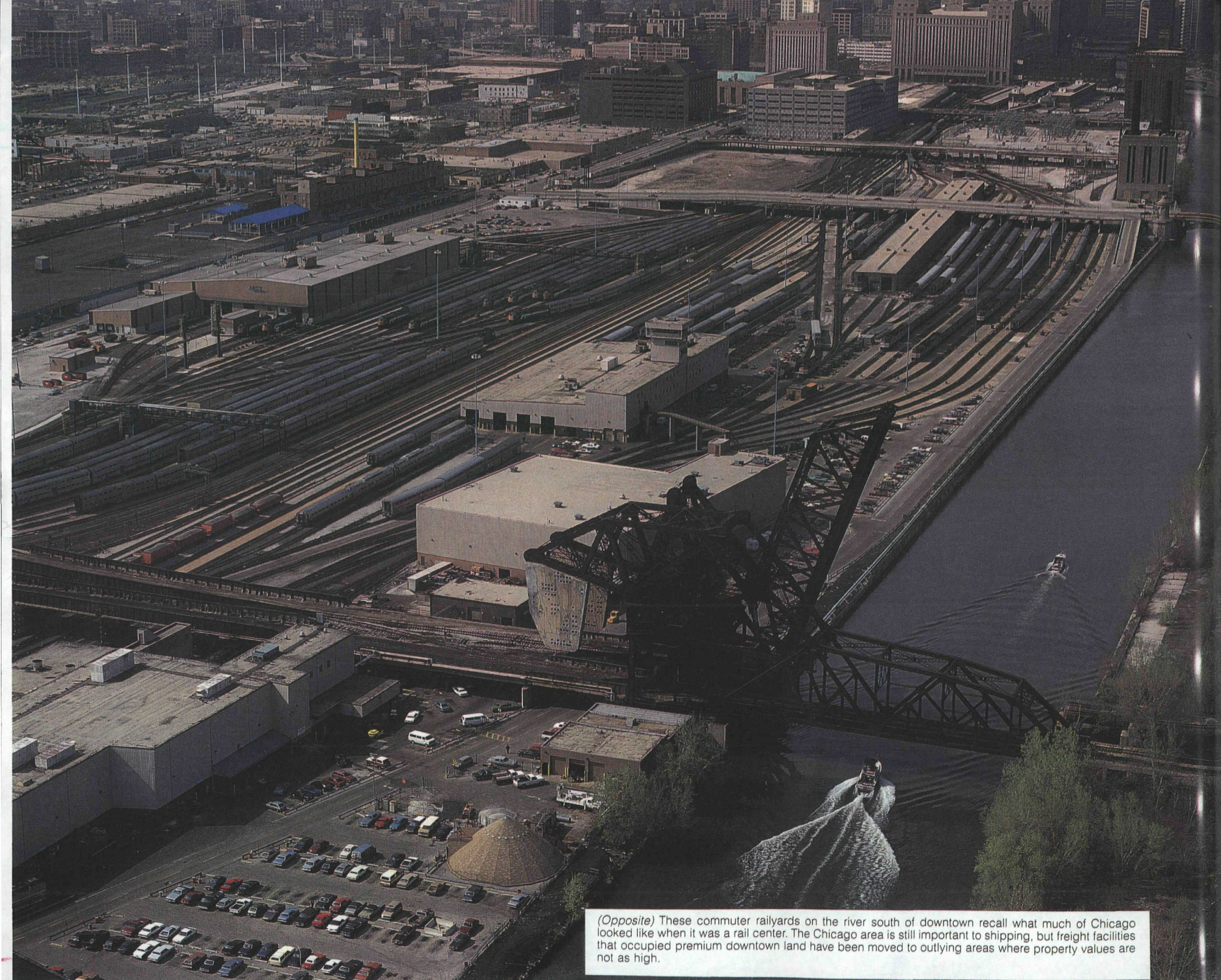
(Opposite) Ultimately the opening of the Michigan Avenue Bridge in 1920 transformed the area north of the river from a district of lofts and warehouses to an important business and shopping district. Pioneers in the area include the 1922 Wrigley Building with its gleaming white terra-cotta cladding and famous clock tower, and the picturesque, gothic-inspired 1925 Tribune Tower across the street. The development momentum has intensified in the past twenty years, giving stiff competition to the older central business district to the south.



In 1928 luxury apartments and hotels hugged the lakeshore south of Bryn Mawr Avenue. The massive Edgewater Beach Apartments are shown in the left foreground and the two Edgewater Beach Hotel buildings with their distinctive cupolas are seen in the center.

(Opposite) The view is greatly altered by 1991. Extensive landfill made room for Lincoln Park and the expansion of North Lake Shore Drive. The Edgewater Beach Apartments still stand, although much further inland. Unfortunately, losing its lake frontage proved fatal to the Edgewater Beach Hotel. It was demolished in 1969 and was replaced by the bland black high rise at the center.





(Opposite) These commuter railyards on the river south of downtown recall what much of Chicago looked like when it was a rail center. The Chicago area is still important to shipping, but freight facilities that occupied premium downtown land have been moved to outlying areas where property values are not as high.



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p. 42

Aerials

Vol. 1 Chgo.

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FULLERTON PARK WAY

LAKE SHORE DRIVE

E. CHICAGO AVE.

Chicago Transit Authority,
George Krambles Nov. 1966

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CHICAGO AERIAL SURVEY
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P. 49, 50,

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CHICAGO AERIAL SURVEY
50

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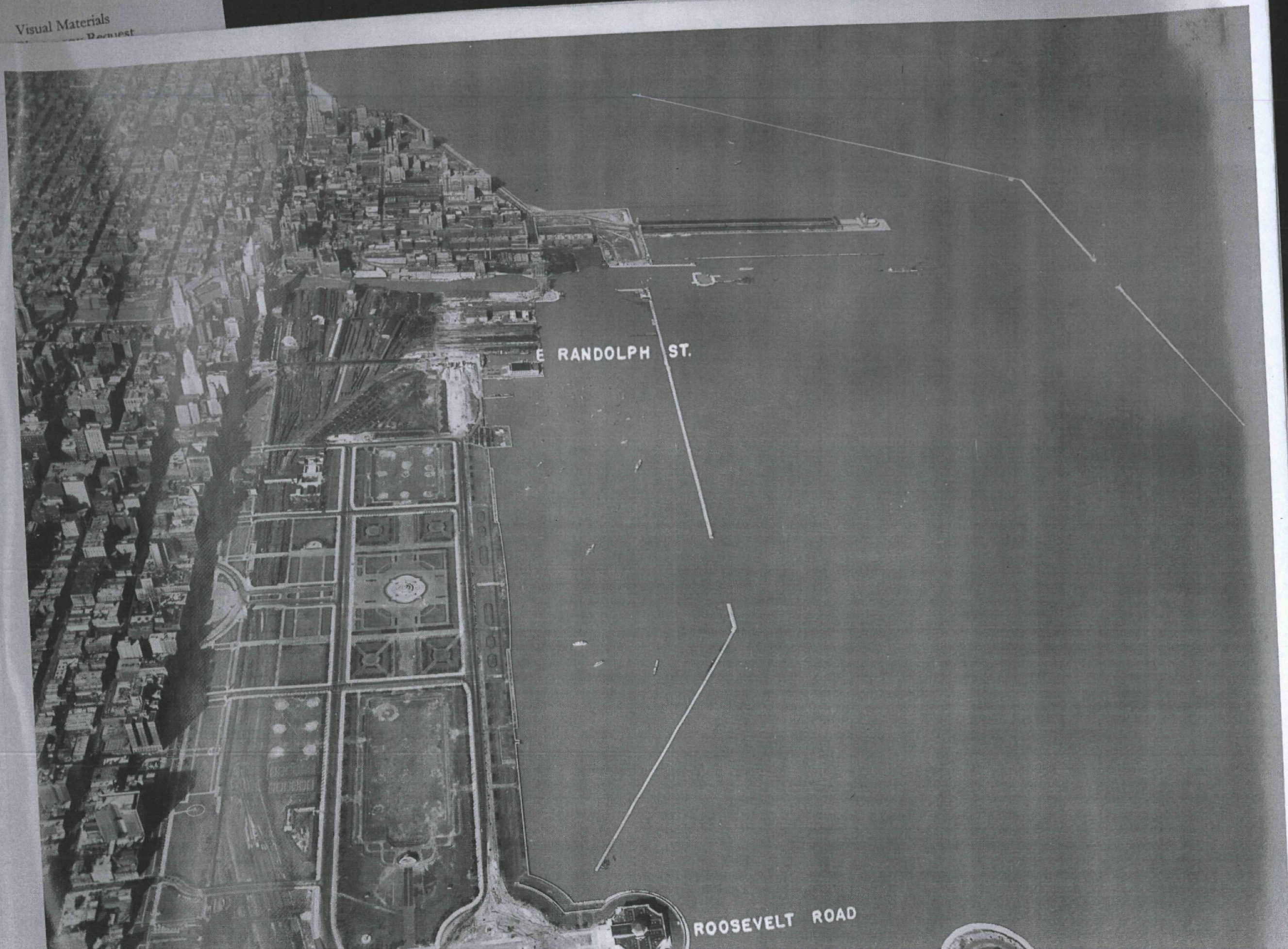
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CHILAGO AERIAL SURVEY

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CHICAGO AERIAL SURVEY
56

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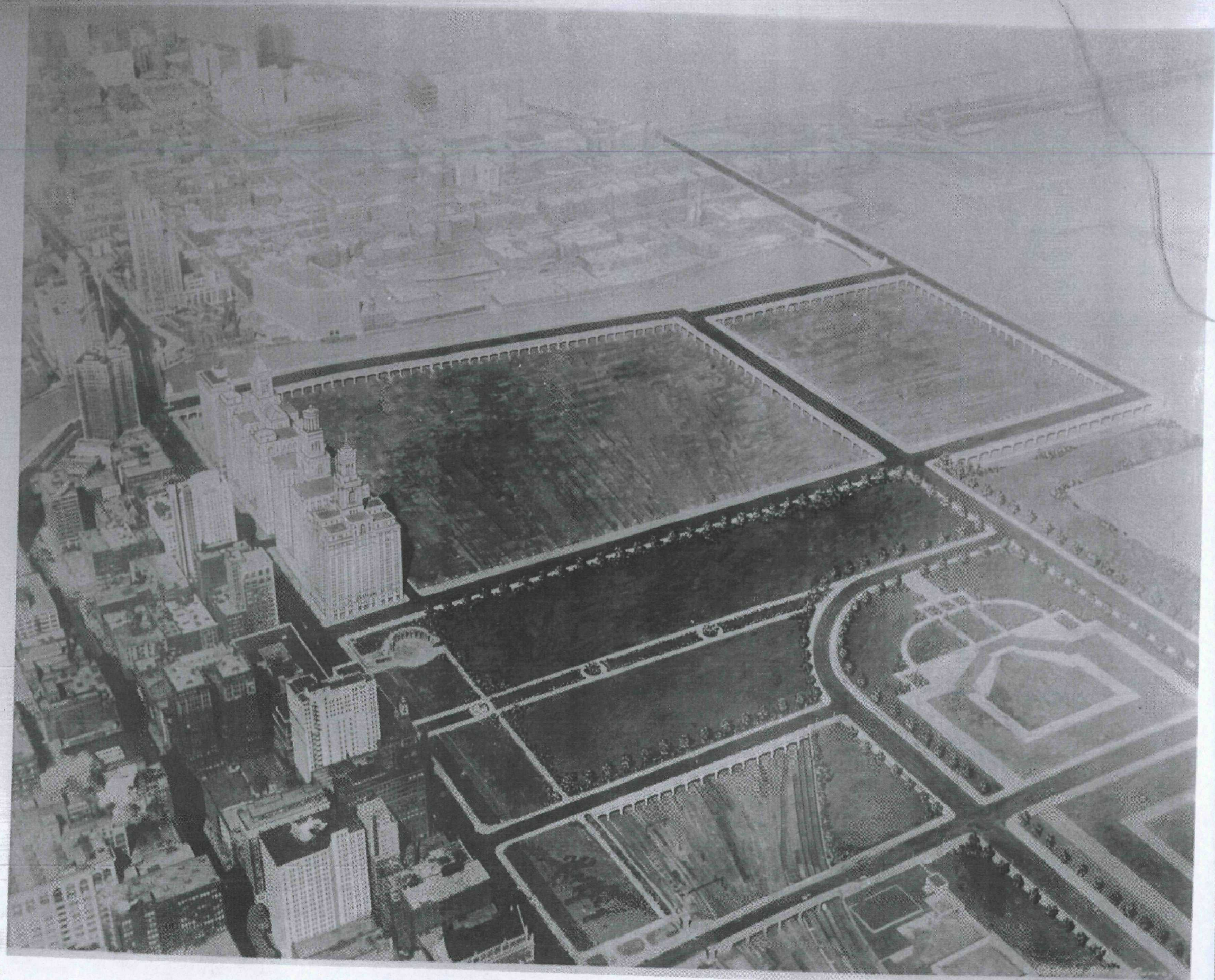
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CHICAGO AERIAL SURVEY
8B

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6.3
IMPROVEMENTS SHOWN ON P. 2.

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CHICAGO AERIAL SURVEY
6B

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6 B
Improvements Shown on 6 A.

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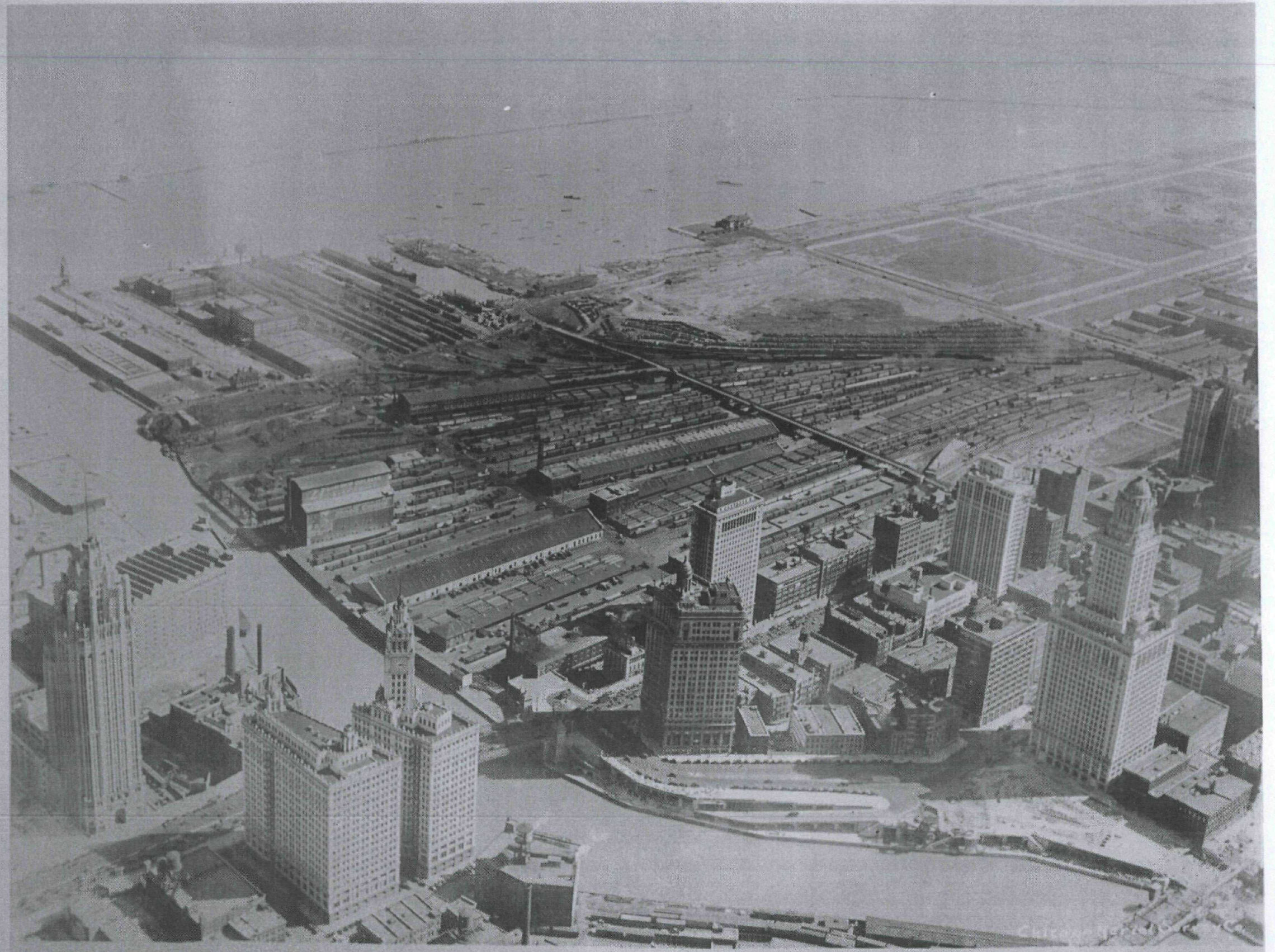
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CHICAGO AERIAL SURVEY
ZC

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20
View of the Air Right Property from the Northeast Prior to
October 14, 1929.

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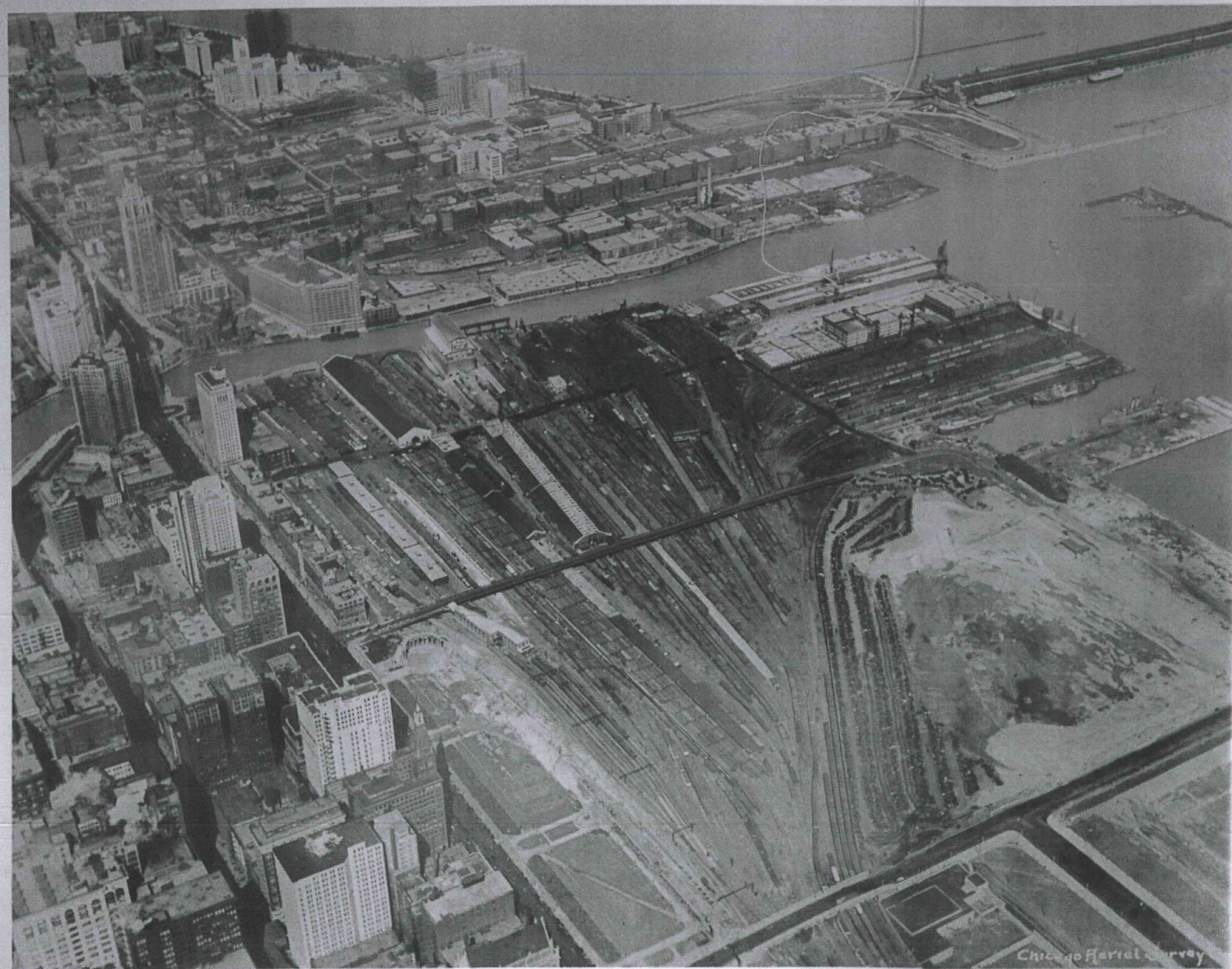
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CHICAGO AERIAL
SURVEY ZB

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28

A view of the Air Right Property from the Southwest prior to October 24, 1929.

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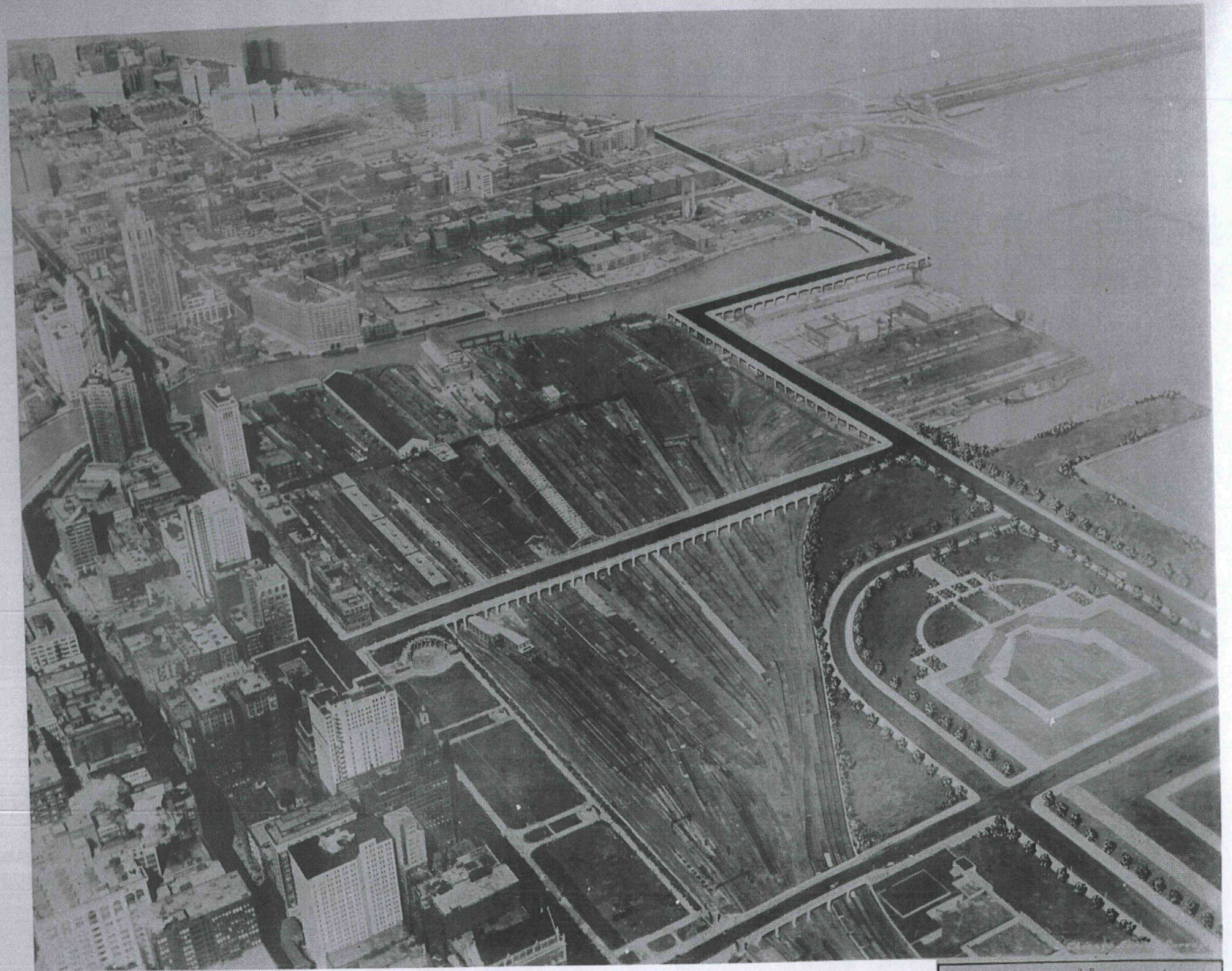
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CHICAGO AERIAL
SURVEY
3B

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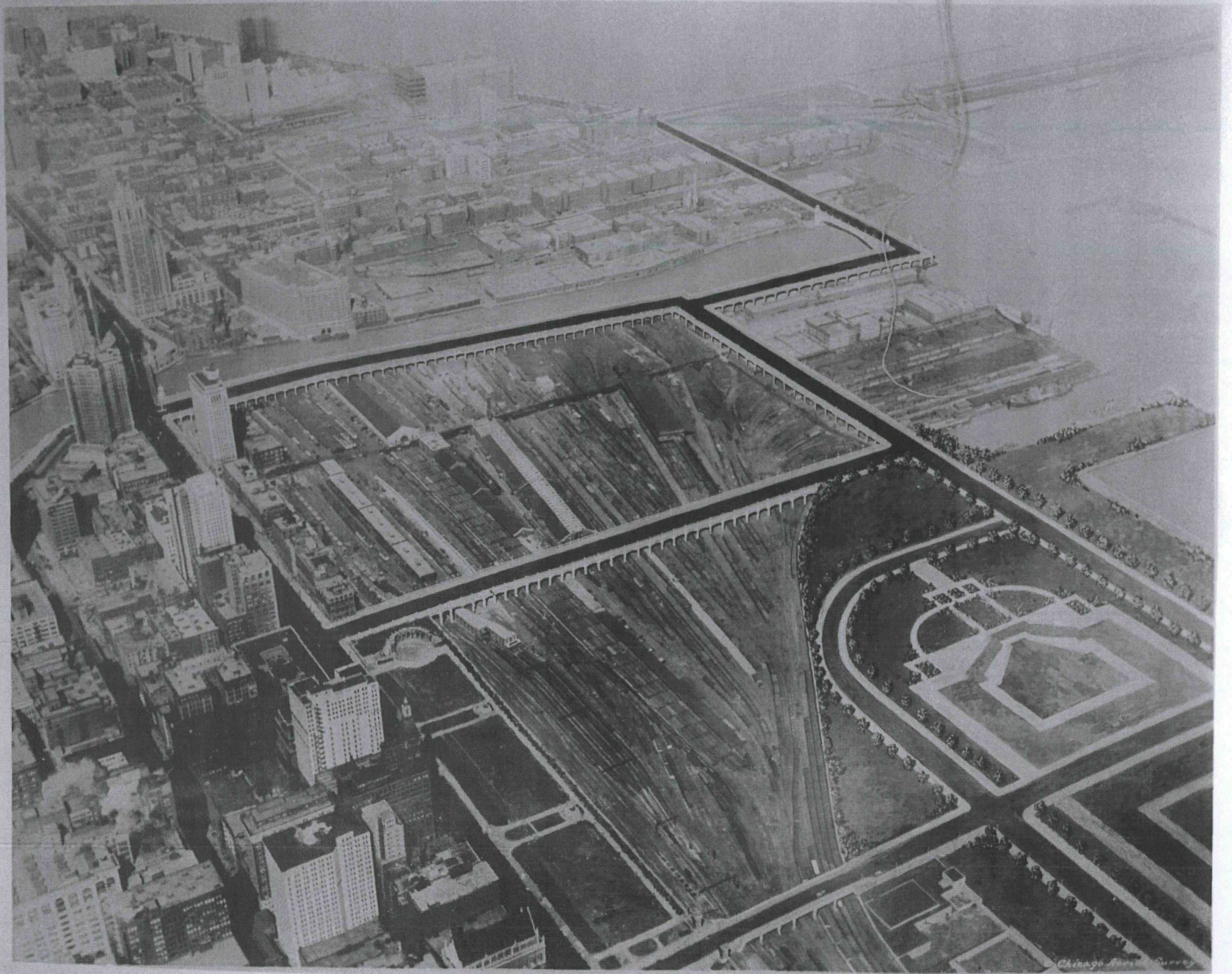
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CHICAGO AERIAL SURVEY
4B

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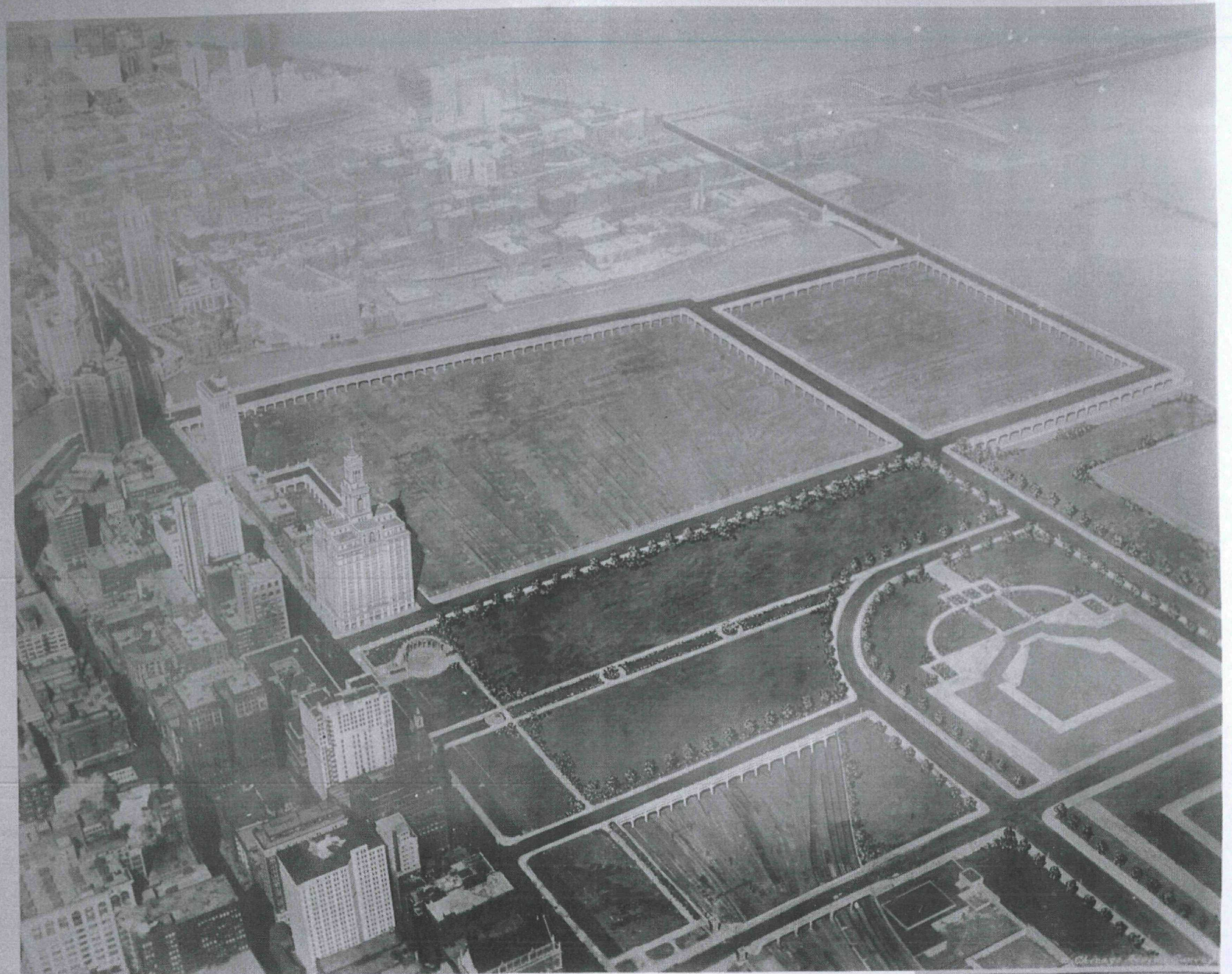
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*CHICAGO AERIAL
SURVEY
7B*

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Image description

CHICAGO AERIAL SURVEY
SB

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5 B
Improvements Shown on E. A.

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Image description

ILLINOIS STREET
(319 EAST)
LOOKING SW

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Image description

ILLINOIS STREET
(319 EAST)

LOOKING SW

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Image description

p.143

Historic Photos
of Chicago

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A view of the Chicago skyline from the top of the Furniture Mart at 666 North Lake Shore Drive in 1927. In the 1920's, the four states bordering Lake Michigan had the largest concentration of furniture manufacturers in the country. The American Furniture Mart housed the nation's most important furniture shows. After the building was converted to condominiums in the 1980s, the address was changed to 680 North Lake Shore Drive.

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p.163
Historic photos
of Chicago

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p. 136

Historic Photos
of Chicago

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p. 136

Historic Photos
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Municipal Pier opened in 1916, the only one built of the piers included in Daniel Burnham's plan for harbor development. When opened, it was the world's largest freight and recreational pier at 292 feet wide and 3,000 feet long. In 1927, it was renamed Navy Pier in honor of World War I veterans.

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Image description

8/23/70

VIEW N.E. FROM
N. ST. CLAIR & EAST ILLINOIS

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